



GENERAL MOTORS NORTH AMERICA
Structure & Safety Integration

July 22, 2005

Mr. Ronald Medford
Senior Administrator for Vehicle Safety
National Highway Traffic Safety Administration
400 Seventh Street, S.W., Room 5321
Washington, D.C. 20590

Dear Mr. Medford:

The following information is submitted regarding a foreign field action that may be an "other safety campaign" within the meaning of 49 CFR Part 579.11. General Motors Venezolana has decided to conduct a Customer Satisfaction Program in the countries of Venezuela, Ecuador and Colombia involving certain 2005 Chevrolet TrailBlazer and TrailBlazer EXT utility trucks.

This Field Action involves vehicles that were assembled in the Venezuela Complete Knockdown (CKD) Assembly plant with imported and locally source components; and sold outside of the United States. General Motors Corporation also manufactured substantially similar vehicles in the United States and sold substantially similar vehicles in the United States. Please contact me if you have any further questions concerning this report.

Vehicles identified in this letter as "substantially similar" under the broad definition specified in 49 CFR Part 579 and can have significant differences in design, manufacturing, performance, durability, etc. The vehicles may not be "substantially similar" except for purposes of reporting under 49 CFR Part 579.

Sincerely,

Gay P. Kent
Director

Product Investigations

2005-0004 - 05073
Attachments

Product Investigations
Mail Code: 480-111-E18 • 30200 Mound Road • Warren, MI 48090-9010
2005-0004 Foreign Recall 579 Letter



GENERAL MOTORS CORPORATION

579.11 REPORT

MANUFACTURER:	General Motors Venezolana
MAKE:	Chevrolet
MODEL & YEAR:	Certain 2005 TrailBlazer and TrailBlazer EXT Utility Trucks
NUMBER OF VEHICLES:	3025 Vehicles (Produced from October 2004 to May 2005)
ACTION TYPE DETERMINATION:	Customer Satisfaction Program / Decision was made by the manufacturer.
CONDITION:	General Motors Latin America Africa Middle East (LAAM) received 10 reports in the Andean Region of Roof Rail Airbag deployment without an actual side impact severe enough to cause significant visible damage. The investigation determined that during certain severe driving maneuvers and road inputs, the rollover sensor commanded the deployment of the Roof Rail Airbags and the Front Seat Belt Pre-tensioners. There are no reports of Front Airbag deployment during these events.
CORRECTION:	A field action will consist of replacing the roll-over sensor on all involved vehicles with a sensor that has been reprogrammed with a calibration that is less sensitive to certain severe driving maneuvers and road inputs.
DATE OF DETERMINATION:	July 1, 2005
ACTION COMMENCED:	August 15, 2005 (Tentative)
COUNTRIES INVOLVED:	Venezuela, Ecuador and Colombia
SUBSTANTIALLY SIMILAR U.S. VEHICLE:	2005 Chevrolet TrailBlazer, GMC Envoy, Saab 9-7, Buick Ranier and Isuzu Ascender
ADDITIONAL INFORMATION:	As a continuous improvement the rollover sensor calibration was revised in May 2005. GM continues to monitor this issue and collect additional data to determine the root cause of the inadvertent roof rail airbag deployment.